

THE CIMARRON NEWS AND PRESS

NOTE—The type used in this heading is from the old plant of the Cimarron News and Press and was used for a heading for the paper in the seventies.

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CIMARRON, NEW MEXICO, THURSDAY, MARCH 28, 1907

NO. 12

Denver Freight Service for Raton

The St. Louis, Rocky Mountain & Pacific railway announce that arrangements have been completed, effective March 19, whereby local freight from Denver will be loaded in a solid Raton car on Tuesday, Thursday and Saturday of each week. This arrangement will expedite the movement of small freight shipments to Raton, as it will eliminate the necessity of transfer en route. Shipments for other points beyond Raton, such as Koehler, Cimarron, Ute Park, etc., will for the time being, be loaded in the Raton car and will necessitate but one transfer between Denver and destination. Inasmuch as much of the delay to freight is caused by transferring same at junction points, the above arrangement will be of decided advantage to Raton merchants and other consignees, as the scheduled time of this car from Denver to Raton is thirty-five hours. An added advantage secured to shippers by this arrangement, is the fact that shortages now common in freight shipment, will be eliminated, all shipments will come through in solid cars. This advantage will be recognized by shippers.

MALLET KNOCKED OUT IN THIRD ROUND

The twenty round prize fight in Dawson on March 18, ended in the third round, Kid Mallet, the home man, being knocked out by Jimmy Garvey, of Trinidad. While the go lasted it was a very fast fight. Mallet was about ten pounds the heavier, but was outclassed. He put up a game fight and stood a great deal of punishment.

The first round was very fast, both men being at it hammer and tongs. This was Garvey's round. In the second the honors were about even. Mallet did his best fighting in this round. The third round went thirty seconds when Garvey handed Mallet the sleep producer. It was a clean knockout.

Garvey said he was well pleased with the way he was treated while in Dawson. The go was fought before about two hundred people.

The first preliminary was won by Harry Pepin defeating Fritz Sheffard, the second was a draw between Pete Pope and Luf Bosfield and the third, between Shag Shy and Geo. Fortune was also a draw.

THEIR DEMANDS NOT GRANTED

Chicago, Wednesday.—Train men and conductors on all railroad lines west of Chicago have rejected the recent offer of an increase in wages. The official canvasses of the referendum vote which have been in progress for a fortnight, will begin today.

It is stated further that the train men have voted to strike if their demands are not granted. Unless the railroad managers offer further concessions, a strike of fifty thousand men is likely to result.

When the conference between representatives of the employees and the companies adjourned February twenty-seven, it was with the understanding that another conference would be held after the men had voted upon the managers' offer. This second meeting is expected to be held next week.

The managers have already offered to submit the entire controversy to arbitration, but it is stated that this proposition has also been rejected by the voting members of the unions.

The offer which the men are said to have rejected was for an increase of ten per cent to men in the freight service and of ten dollars a month to conductors, six dollars a month to baggage men and five dollars to brakemen and flagmen in the passenger service.

The men originally asked an increase of fifteen per cent, with an eight hour day, on through freight trains, but later these demands were reduced to an increase of twelve per cent and a nine hour day.

It was explained to the men when the vote was started that a verdict rejecting the offers of the railroad managers would carry with it a strike vote.

THIS RAILROAD WILL GIVE COLFAX COUNTY NEW CONNECTION WITH THE PACIFIC AND MEXICO

Building of Cut-Off From Dawson Is Now Assured—Superintendent of Construction Selected and Work Will Commence—Line Will Be Built With Connections at Guaymas, Mexico

Announcement of the appointment of General Manager H. J. Simmons of the Southwestern to the general superintendency and management of the Phelps-Dodge interests in the Southwest, including the Southwestern system and its premeditated construction, the smelter at Nacozari, the smelter at Douglas, all of the big mines at Bisbee, and the mines and smelters at Globe and Morenci, has been made unofficially and it is expected that it will be given as official in a few days by Dr. James Douglas, president of the Phelps-Dodge corporation, who is in this section of the country at present on a trip of inspection, says the El Paso Herald.

It is said that F. G. Hawks, general superintendent of the Houston & Texas Central, of Houston, who was formerly superintendent of El Paso division of the G. H., will be made

general manager of the Southwestern and will have direct charge of the operation of the system, while Mr. Simmons will devote the most of his time and attention to the construction of the Dawson cut-off line that will be built between Corona, N. M., and Dawson, through Las Vegas, for the purpose of cutting off some of the distance in the haul from Dawson to El Paso and to reduce the grades and of the extension of the Southwestern from Nacozari to Guaymas.

Mr. Simmons is considered one of the best engineers in this section of the country, and for this reason it is said the Phelps-Dodge people have selected him as their general superintendent in the Southwest, that he may give personal attention to affairs he cannot now handle while tied down to railroad work.

That the Southwestern will build a

line from Nacozari to Guaymas, or to some other point on the west coast of Mexico is now almost definitely known. It has been denied by all Southwestern officials that the line would be extended to the coast, but reports from Mexico City that a concession has been granted by the government to the railroad company confirm the rumors that have long been afloat that a line would be built through Sonora to the Pacific. The reason for keeping this extension a matter of such secrecy is said to be on account of locating a right of way and because of the fact that it will bring the Southwestern in direct competition with the Sonora road, a Hariman holding, which would probably attempt to keep the Phelps-Dodge line from getting an entrance into Guaymas.

It is said that the Southwestern ex-

tension will go through an undeveloped section of Sonora which is rich in mineral deposits. It will also be a competing line for the fruits brought from the tropics by boat on the Pacific. With El Paso as a railroad center it would bid fair for this traffic over the new line that will probably be the most direct to this city.

The Dawson cut off line has been practically all surveyed and construction will be started before long. It will run from Corona to Dawson and will reduce the mileage between here and the coal district by some sixty miles. The line will have no grade exceeding 1 per cent, and no curves over three degrees, it is said.

The supervision of this construction, which will aggregate about 700 miles, will be under H. J. Simmons, according to the proposed arrangement.

COAL RESOURCES OF THE S. L. R. M. & P. CO.

Adjacent to the line of the St. Louis, Rocky Mountain & Pacific railway, numerous coal camps are located, generally belonging to the St. Louis, Rocky Mountain & Pacific company and the Dawson Fuel company. The principal mining towns are Koehler and Dawson, the former only in its infancy. At Dawson several mines are located and about 500 coke ovens. The town located near the mines has about four thousand population. At Koehler 400 coke ovens are in course of construction and several mines are being opened. It is said that the camp will shortly be one of the heavy producers of the county and will support a population of several thousand people. The Rocky Mountain company owns other coal mines and coal mining towns in Colfax county at Van Houten, Gardiner, Brilliant and Blossburg, all of which are located on branches of the A. T. & S. F. and all supporting prosperous towns near the mines and coke ovens.

RATON FREIGHT ADVANTAGES

The opening of the St. Louis, Rocky Mountain & Pacific railroad from Des Moines to Raton, has opened a new era in the history of the town. Freight service has never been good, and the rates have been very high, until the advent of the new railroad. Raton now has competitive lines, the Rocky Mountain Route, connecting with the C. & S. at Des Moines, giving very prompt service from Denver or Pueblo, and in connection with the Rock Island and other lines into Denver, the time from Chicago and all eastern points has been materially shortened. The paper on which the Range Special is run is printed—a ton of newspaper—left Pueblo late Friday afternoon on a regular freight, and arrived in Raton on Monday, over the Swastika Route. A shipment from Chicago to the Range was on the road seven days, including loading and unloading. Merchants who have waited for weeks for freight and have borne exasperating delays, are pleased to have this prompt service, and the bulk of freight now received in the city arrives over the Swastika Route. The new rate and the improved service will be a great factor in the upbuilding of the Gate City.

Everything in Good Shape.

The ball team is out for practice every day at five o'clock. Sunday morning the boys were out with six teams, a road grader and a couple of scrapers fixing up the diamond in preparation for the game Sunday afternoon, when they played a fast and snappy game, notwithstanding that most of the team were up until five o'clock at their usual Saturday night dance.

Boiler Explodes Killing Three

The most distressing and unaccountable accident of the year occurred a few miles out of Las Vegas Monday, when Engine No. 1644 westbound, one of the new oil burners, exploded, killing the engineer, fireman and head brakeman.

The train was in charge of Conductor Fred Cozzens. The engine had been running without any trouble up to the time it let go without the slightest warning, and the cause of the explosion will always be a mystery to machinists.

The force of the explosion was terrific. The boiler was hurled high into the air and more than 100 feet from the balance of the engine. Brakeman Nelson was killed, ten car-lengths from the engine. The train was badly wrecked and the concussion broke every window in the caboose. Conductor Cozzens had just left the engine a few minutes before the accident. The bodies of the men killed were thrown clear off the right-of-way by the force of the explosion.

Engineer Buehner and Brakeman Nelson lived in Raton and were popular in the city. Fireman Collins was an experienced fireman on oil burners and has run for years on the Coast divisions where these engines are in use. The engine was new, and being run from the east to the west for use on the coast lines. These engines, of which a number have passed through here, have all been used in west-bound traffic on the trip to their destination, and carry the necessary crude oil for the run in extra tanks. The Master Mechanic's department know that the engine was in the best of condition when it left here, and can assign no reason for the explosion.

Colfax County's Coal Resources

The data in this article was secured from the latest report of Territorial Mine Inspector Jo. Sheridan, and is therefore authentic. We believe that the statement of the bare facts is all that is necessary in telling of the wonderful growth of the city, and the marvelous resources of the county. The report of Mr. Sheridan, presented to the governor for the last fiscal year and recently printed and distributed, says:

In Colfax county especially, the enormous areas of coking coal have attracted investors, and every acre of coal lands in the county is eagerly sought after by willing purchasers. The Dawson Fuel company is increasing the equipment upon its mines as fast as men and material can be secured. This company, which will soon rank as one of the largest coal and coke producers in the United States, has an assured market for every pound of its production, supplying the copper mining and smelt-

ing plants of the Phelps Dodge company, which company also controls the coal mines. The St. Louis, Rocky Mountain & Pacific company has acquired title to the coal areas of the Maxwell land grant. The magnitude of this single coal field may be realized when compared with the great coal fields of Pennsylvania. The area of this single ownership is fully 50 per cent greater than the combined area of all the anthracite coal fields of Pennsylvania, and five times as large as the entire Connellsville basin. The St. Louis, Rocky Mountain & Pacific Railway company has built a line of railroad, 120 miles in length, connecting with the Colorado & Southern at Des Moines, 80 miles to the east, and to extend west from the mines 40 miles to the gold-mining camps in the vicinity of Elizabethtown. As the operated mines of this company at Van Houten and Blossburg, N. Mex., now have rail-

WELL KNOWN CROOK CAPTURED IN RATON

"Johnnie Tolbert," Proprietor of Cimarron Saloon was Wanted at Roswell on Serious Charge.

Roswell, N. M., March 24.—Sheriff C. L. Ballard arrived on the automobile line from Torrance at noon today, bringing with him a prisoner in the person of John Tolbert, better known as "Coldwater Johnnie" Tolbert, a notorious gambler, who was indicted here two years ago on the charge of taking part in the hold-up and robbery of L. C. Card, who at that time ran a saloon and hotel at Dexter. The prisoner has been a fugitive from justice since the time of the robbery, and was recently located by Sheriff Ballard at Raton, where he had fallen into the hands of the local officers on a minor charge.

The robbery of which Tolbert is accused was a particularly atrocious one and is well remembered here. Mr. Card was going from his saloon to his hotel with a sackful of money at a late hour in the night, when he was attacked by several masked men. The night was very dark and the victim was never able to say positively how many men there were in the attacking party. In the fight his arm was broken and his skull crushed. The robbers got away with the bag of money.

The prisoner will be tried at the coming term of the district court, which convenes in April.

Tolbert was a resident of Cimarron for some time last year, and up till December ran the Rocky Mountain saloon at that place. He was considered crooked by Cimarron people, but was never thought to be a bad man. He has been in police circles here more than once, and was well known among the underworld of this vicinity.

Jackson-Owens

From the Raton Range. C. M. Jackson, of Clyde, Kansas, was married on Wednesday, March 20th, to Miss Anna Owens, of Beloit, Kansas, at her home and came to Raton on Friday where they will make their home in future. Mr. Jackson is a telegraph operator for the Rocky Mountain & Pacific company and is in the local office here. He has lived in Clyde the greater part of his life and comes of one of the oldest and best families there. Miss Owens is a charming young woman and is well known in Beloit circles. The editor of the Range has known Mr. Jackson since his early boyhood, and with many Raton friends who have moved here from Concordia, Clyde and other Kansas points extend to them hearty congratulations and many good wishes that a life of happiness may attend them.

Shipping Alfalfa.

Capt. Wm. French, manager of the W. S. ranch, is shipping alfalfa by the car load to the Bell ranch at Tucumcari, N. M. This vicinity is noted for its alfalfa, the finest in the country being raised by the several ranches surrounding Cimarron, and twelve miles above here at Ute Park, the Jackson ranch, now in the hands of the St. Louis, Rocky Mountain & Pacific, raises timothy hay that will compare favorably with any hay raised in the states.

Eyes Much Better

Andy Washington's many friends will be glad to hear that his eyes are much better. He is now in El Paso under treatment and hopes soon to return and take his old position riding for the C. S. Cattle Co.

Mrs. Washington is also well known in this vicinity. Before her marriage she was Tenny Fletcher, a cousin of Boots and Porter Fletcher. Porter is at present night car inspector at Texline, Texas.

MARCH TERM OF DISTRICT COURT

Four district court, which will convene in Raton on March 25th, (next Monday), promises to be one of the most interesting sessions of the court ever held here. The criminal docket is especially heavy, owing to the fact that several important cases in this class were left over from last term, and also owing to the hung juries in the Adams and Carter murder cases. Many important civil cases are also in the books for the term, but it is possible they will not get to trial. Sheriff Littrell has just finished serving the following jury men, who will make up the grand jury and the petit jury:

Grand Jury.

H. S. Allison, Andrew Meredith, J. H. Heck, J. J. Young, Fred Keshler, D. W. Thomas, W. E. Walsh, David Carabajal, Fred Legrow, Mason G. Chase, Frank Butler, A. H. Officer, M. W. Bartlett, M. M. Abren, J. S. Hodges, J. B. Bidwell, L. L. Chapline, W. H. Rhodes, J. G. McGown, Victor Archuleta, J. D. Donner, (talesmen) Thomas Harberger, J. W. Records, C. D. Stevens, S. I. Amdursky, William Mulvehill, and Palmer McAbee.

Petit Jury.

Cipriano Lucero, Clarence Littrell, Marcus Baca, W. B. Stouffer, John Buchanan, J. I. House, James Biblin, H. F. Carroll, Jesse Gillespie, J. Dolores Trujillo, A. W. Ayers, Pet Bucholtz, J. K. Hunt, P. D. Benfer, Chas. H. Colgrove, Sam Bently, Jose Trujillo, W. M. Coates, J. M. Nolan, W. M. Potts, J. T. Larson, Frank Fox, J. W. Reynolds, W. M. Johnson, (talesmen) G. W. Matson, A. W. Cook, G. R. Engledow, Charles Freeman, A. Salazar, Frederico Casias, J. J. Gregory, Joe Boyer, H. J. Tinsley, H. B. Matson, E. D. Wood and E. Winburn.

GETTING READY FOR THE RACES

The half mile track is being put in order for the races on Wednesday, April 10th, at two p. m.

The third race will be the big event of the day, being a match race for one hundred and fifty dollars between Muggins and Joe D, two of the fastest horses in the territory. Both have run on big tracks at Pueblo, Denver and Colorado Springs. This race is open to any other horse, the entry fee being seventy-five dollars, this being the amount put up by the owners of Joe D and Muggins. Either the first or second race will be a free for all. The purse has been subscribed by the residents of Cimarron and will be between \$100 and \$150.

In the evening the C. M. A. Star-lodge will give a dance at Aztec hall. Everybody is cordially invited.

The Rocky Mountain company has just received three hundred new gondola ballast cars for use in their coal trade. They are drop-bottom combination cars and can be used for ballast or slack dumping or closed up for use as coal cars.

(Continued on page 2.)